

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 05/13/2003

DEN03LA011							
File No. 13325		10/21/2002	Fort Collins, CO	Aircraft Reg No. N41807	Time (Local): 18:10 MDT		
Make/Model:	Bellanca / 7KCAB			Fatal	Serious	Minor/None	
Engine Make/Model:	Lycoming / IO-320-E2A			Crew	0	0	1
Aircraft Damage:	Destroyed			Pass	0	0	0
Number of Engines:	1						
Operating Certificate(s):	None						
Type of Flight Operation:	Personal						
Reg. Flight Conducted Under:	Part 91: General Aviation						
Last Depart. Point:				Condition of Light:			
Destination:				Weather Info Src:			
Airport Proximity:				Basic Weather:			
Airport Name:				Lowest Ceiling:			
Runway Identification:				Visibility:			
Runway Length/Width (Ft):				Wind Dir/Speed:			
Runway Surface:				Temperature (°C):			
Runway Surface Condition:				Precip/Obscuration:			
Pilot-in-Command		Age:	36	Flight Time (Hours)			
Certificate(s)/Rating(s)				Total All Aircraft:			
Private; Single-engine Land				Last 90 Days:			
Instrument Ratings				Total Make/Model:			
Airplane				Total Instrument Time:			

According to the pilot, he was doing touch-and-go landings on runway 15. On this approach, he made a 3-point landing and bounced. He settled the airplane back down for a second 3-point landing, but there was a "lack of directional ground control and some drift to the right of centerline." He added full power for a go-around, but the controls felt "mushy," and there was a "lack of aileron control." The airplane drifted to the right, struck the runway with its right wingtip, and nosed over. The airplane sustained substantial damage to both the left and right wing spars, empennage, forward fuselage, both main landing gear attachment points, rudder and left horizontal stabilizer. The winds were, 070 degrees at 07 knots.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING - ABORTED

Findings

1. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: GO-AROUND (VFR)

Findings

4. TERRAIN CONDITION - RUNWAY
5. TERRAIN CONDITION - RUNWAY

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The pilot's improper recovery from a bounced landing, and his failure to maintain airspeed resulting in a stall.